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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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(FOR KEY SEE REVERSE)

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1. In June 1953 the following units of Czechoslovak rivercraft arrived at the port of Hamburg:

   12 June steam tug Melnik with barges L 607 and 612;
   14 June steam tug Opava with barges 7242 and CPSO 220;
   17 June Motor boat Otakar, commanded by Captain (fnu) Vejlupek, former captain of the boat Dukla;[1]
   23 June barges 527, 660, 560, 629, and 641, anchoring at Hamburg;
   28 June tankers T.M.II, T IV (towing barges 393 and 463), and T VI;
   29 June motor boat Libuse;
   2 July steam tug Opava with barges M.T. 74 and T 2; steam tug Dunaj with barges 527 and 603; motor boat Pionyr was due.

2. [redacted] the three new motor boats Sumava, Tatra, and Sokolov are to be put into operation in the very near future. They were built in the shipyards of Kresice (N51/F55) (Krieschwitz)[2] and Usti nad Labem (N51/F44)[3] and furnished with Skoda and CKD motors. They will be used on the Elbe River between Czechoslovakia and Hamburg. (b)(1) (b)(3)

3. Personnel Changes. The inspector of the branch office of the Elbe-Oder Navigation Company (CSPLO) at Hamburg, Alois Koenig, was to be replaced by 15 July 1953 by (fnu) Klimes, the former captain of the boat Podebrady. At the beginning of July Klimes was already present in Hamburg.

4. On 1 July 1953 (fnu) Skala[4], a former captain, accompanied by his family, arrived at Hamburg, probably to carry out an inspection of the company. His stay was provisionally scheduled for 10 days.

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5. On 26 June 1953 a secret meeting of representatives of the Czechoslovak Elbe-Oder Navigation Company and a Hamburg forwarding agency took place at the Czechoslovak Consulate in Hamburg. Czechoslovakia was represented by the above mentioned Alois Koenig, Pravoslav Kucera, the executive plenipotentiary (prokurista) of the Hamburg branch of the company, Karel Kvasa, an employee of the export department of the Hamburg branch of the company, and two officials (nu) from Prague, probably from the Ministry of Foreign Trade. The object of the meeting is unknown.

6. On 16 July 1953 German criminal police officials made a search aboard the Czechoslovak vessel Orel, which at that time was anchoring at Hamburg, Moldauhafen, probably because of the suspicion that the captain, Josef Dvorak, was about to smuggle goods from the free port of Hamburg to the German Federal Republic. Dvorak is known to be engaged in smuggling goods to Czechoslovakia and also to the Federal Republic and to be in relations with (fnu) Houra. Houra, a Czechoslovak emigree living at Hamburg, is known as a large-scale black marketeer. He was arrested by the German police on 20 May 1953 and kept in prison for several weeks.

1. [redacted] The former captain of the vessel, (fnu) Unger, was not given permission to travel anymore to Western Germany. (b)(1) (b)(3)

[redacted] (b)(1) (b)(3)

2. There is a shipyard of lesser importance at Kresice. It used to belong to the firm Josef Walter & spol., and has apparently been incorporated into the Ceske Lodenice, narodni podnik (Czech Shipyards, National Enterprise).

3. The CKD Shipyard is apparently meant.

4. Most probably identical with Bohumil Skara, who has been reported as a CSPLO captain and Communist informer.

5. Most probably the forwarding agency Eberhardt Clemens, handling the major part of the forwarding business for Czechoslovakia.

6. Houra's arrest was confirmed by another source. He had tried to smuggle major quantities of coffee, tea, cigarettes, and nylon stockings to the Federal Republic with the aid of Franz Walther, a Sudeten German, who serves as a captain on the CSPLO steam tug Brno.

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